

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

COUNTRY Poland
SUBJECT General Information on Roads and Bridges

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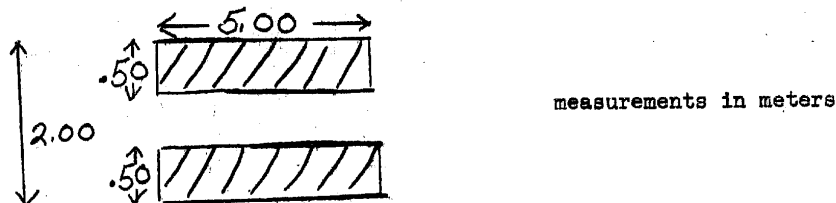
- Administratively, all roads in Poland are divided into the following categories:
 - State
 - Wojewodztwo
 - Powiat
 - Gmina (Township)
- State roads connect Warsaw with cities designated as wojewodztwo cities and with main highway and main highway arteries running into adjacent countries. Surfaces are improved (asphalt, stone paving blocks, clinkers). Surface width, on an average, is 7.50 meters and shoulder width is 1.5 to 2.0 meters on each side. Embankment width is 12 meters, and grade is 3 to 8 per cent. Horizontal curvature with a minimum of 300 meters, permits a traveling speed of 85 kilometers per hour.
- Wojewodztwo roads connect wojewodztwo cities with other wojewodztwo cities and with the more important powiat cities. Most of these roads are hard-surfaced roads on solid stone foundation. It is difficult to state the condition of surfaces inasmuch as conditions change from year to year. Width of the roadway is from 5.5 to 6.5 meters; width of embankment is nine meters; grade is four to 10 per cent; horizontal curvatures in most cases are 150 meters. During the German occupation, a number of the wojewodztwo roads running from east to west were widened to 7.5 meters, and the surfaces were improved with tar and dolomite or hard-limestone chips.
- Powiat and gmina roads are either concrete or improved dirt roads depending upon local conditions and requirements. Generally speaking, the condition of these two categories of roads becomes worse from west to east. Minimum width of such roadways is five meters; grades are six to 12 per cent; width of embankments is 7.5 meters.

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5. A typical cross section of a highway from the surface downward would include a layer of rolled crushed stone forming a hard surface of 14 to 18 centimeters deep, followed by 18 to 22 centimeters of a stone foundation, on top of 18 to 20 centimeters of sand or gravel. Some surfaces had another top layer of stone paving-block 8 to 11 cm thick, or a two-layer asphalt cover four cm and two cm thick, or concrete slabs 12 to 18 cm thick. When one of the latter three surfaces was used the crushed stone layer immediately beneath it was kept at eight to 10 cm rather than 14 to 18 cm as described previously.
6. From a technical standpoint (capacity, load capacity, visibility, etc), roads are divided into three classes:
 - (a) Class I, includes state roads and better wojewodztwo roads
 - (b) Class II, includes wojewodztwo roads
 - (c) Class III, includes all other roads with improved surfaces.
7. Today, it is difficult to establish the load capacity of individual roads because of the destruction of bridges during World War II. In each case, however, load capacity of bridges on Class I roads can be established as 40 tons (40,000 kilograms), distributed according to the following sketch:



The above also covers Class II roads running in an east and west direction 50X1

8. During the summer, roads are accessible to all vehicles. If the surface is not improved, however, there is the problem of laying dust. During the winter, it is necessary to place snow fences running parallel to the road in certain sectors, otherwise snow must be removed from the road. During the period from 1940 to 1942, sectors of the Warsaw-Krakow road covered with snow two to three meters deep. In such cases, it becomes necessary to use the help of a permanent highway service which knows where drift areas are. As a general rule, sectors of roads lying on banks lower than 1½ meters and shallow areas are subject to snow drifts. So-called spring fissures occur on most of the wojewodztwo roads during the spring. This is common also to most of the powiat roads. Spring fissures result from cracking of road surfaces by freezing of foundations occasioned by poor drainage.
9. During the spring (especially in March), heavy vehicular traffic could cause complete destruction of road surfaces. In case of necessity, mats of straw or thin dry twigs are used to maintain heavy traffic over damaged susceptible areas; these areas are well known to the highway service. The battle with spring fissures is almost hopeless once they have started. Their prevention depends upon the installation of stone drains, and drainage of water from under the surface; this requires major repairs in some sectors.
10. There is a shortage in highway equipment resulting from loss of equipment to retreating German armies. The remainder of equipment, furthermore, was shipped into the USSR. The shortage of road rollers is especially felt. There are also certain difficulties in procuring stone materials. Poland has no stone quarries in the area north of the Pilica River and east of the Vistula River. Limestone and sandstone found in the Kielce stone quarry can be used with good results as foundations and in many cases as surfaces if used with tar. A method used by the German army during its troop movements produced good results. By this method the top layer of rolled surface was increased with a layer of

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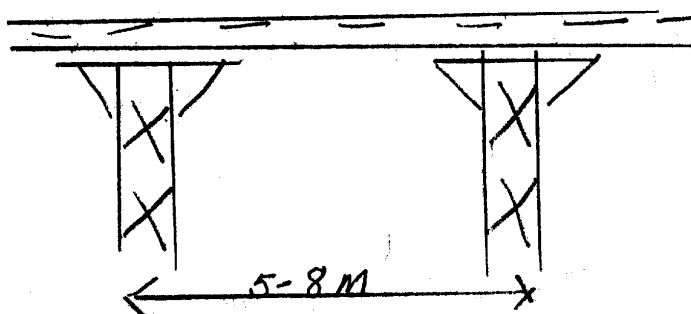
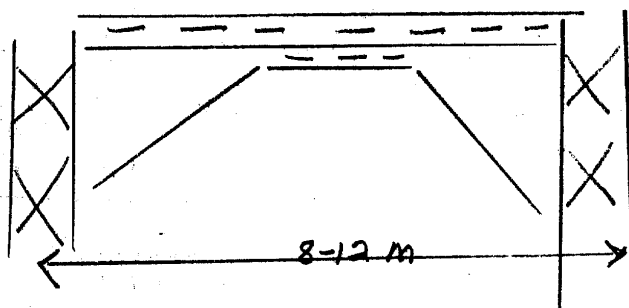
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crushed stone about four to 10 centimeters in thickness (limestone of average hardness); openings were filled and closed with sand and large amounts of water and left for a period of 1 to 1½ months. The surface was then cleaned with steel brushes and sprayed with 2 to 2½ kilograms of gas works tar which was stabilized with an immediate covering of hard limestone chips using eight to 12 kilograms per square meter of surface. This type of surface is very resistant to heavy traffic at high speed during the first year. In the following year, it is necessary to apply ½ to one kilogram of tar and 8 to 10 kilograms of chips. The speed at which the work can be done must be emphasized. A crew of about 30 with two road rollers (eight tons and five tons) roll 500 to 600 linear meters of surface with a width of 7.5 meters daily. Tarring depends only on the speed of transportation and heating of tar. The cost is low and trained workers are not needed. Thus, local manpower can be utilized.

Bridges

11. Highway bridges in Poland, as in all of Europe, were planned according to circumstances. Spans were determined from studies of the minimum and maximum flow of water, excluding floods. Studies were based on annual records of water flow, statements of witnesses, and study of the condition of terrain features. With the exception of bridges over mountainous streams where the study of water flow was difficult, damages or destruction in practice did not occur. An excellent example of destruction where bridge construction accompanied unfamiliarity with local conditions was the disaster of a highway bridge over the Vistula River near Sandomierz. This bridge was built by the German army in the Winter of 1939 directly after the close of the war in Poland (the original steel bridge was destroyed by the retreating Polish army). The reconstructed bridge was destroyed during the Spring ice break in 1940, and highway transportation was cut off for a long period of time.
12. Because of terrain features and the lowland character of rivers, steel two-girder truss-bridges were used commonly, chiefly with a lower roadway.
13. On powiat and gmina roads, wooden bridges are most frequently of the trapezoid-braced, or girder design.

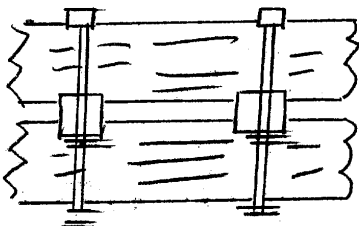


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14. Special attention should be given to wooden bridges because they are ideal temporary structures, because of the availability of wood, and because of a large number of experienced carpenters. 50X1
[redacted] possibility of using military bridges.
[redacted] concrete and reinforced concrete bridges as being unsuitable in transitory conditions. They are destroyed easily, difficult to repair, and require a long time to be repaired. 50X1
15. Standard wood used for bridges is pine and fir in 18 x 24-centimeter beams. Beams of these measurements are plentiful in the forests, and they can be used in their natural state. To attain a greater load capacity, beams are connected with oak wedges and pegs. 50X1



16. The roadway is covered with underplanks (pine, fir), eight to 12 centimeters thick and with top planks, four to six centimeters (commonly of oak).
17. Width of the bridge depends on the width of the road (surface).
18. Pile supports are of wood (pine), with a diameter of 30 to 35 centimeters. The length depends upon requirements, eight to 15 meters. The position of the girders corresponds, on an average, to the position of the piles. The average load capacity of a pile, 30 centimeters in diameter, is 30 tons (30,000 kilograms), Piles are driven in with steam rams and in emergency cases, by hand.

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CENTRAL INTELLIGENCE AGENCY
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COUNTRY USSR

SUBJECT Personal Traits of Nikita S Khrushchev

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[Redacted]

1. In 1935, [Redacted] Nikita Sergeevich Khrushchev, [Redacted] was [Redacted] in charge of the Moscow City Party Committee. [Redacted]
2. In 1933, Sergey I Balashev became an unwitting and reluctant "saboteur". At that time, he was in charge of construction of an apartment house in Moscow. Against his better judgment, he was ordered to employ new construction methods, [Redacted] 50X1 the foundation to the building was laid in the midst of a cold Moscow winter. Not surprisingly, the building cracked during the spring thaws. 50X1 Balashev was charged with lack of vigilance and was sentenced to forced labor. Because of his technical ability, this sentence meant that, for the term of his sentence [Redacted], he received very 50X1 little pay and was more restricted in his personal freedom.
3. In 1935 or thereabouts, Balashev was in charge of construction of a building materials plant in Moscow. Because of the large construction program for Moscow adopted in 1935, this project was considered very important by the authorities. Nikita S Khrushchev, whose Party career is closely tied up with the huge building program in Moscow, made daily inspections of the plant project and maintained close personal contact with Balashev. Although Khrushchev knew about Balashev's "crime", he behaved in a very frank and polite, not to say friendly, manner. In addition to being very agreeable as far as his supervision of the job was concerned, Khrushchev even extended some private help to Balashev, a very courageous and unusual thing for him to do for a convicted ex-capitalist. According to Balashev, [Redacted] Khrushchev's behavior was in keeping with his character. 50X1 50X1

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4. During World War II, Khrushchev displayed a similarly kind and simple attitude to a problem which would have been handled far differently by many another Soviet leader. In March 1943, Soviet Army troops reoccupied the city of Kharkov for a short period, perhaps two to three weeks. At that time, Khrushchev was the highest ranking Soviet official who moved back into the city. He convoked a meeting of all performing artists at the opera and the theaters. Understandably, these people went to the meeting reluctantly and were generally afraid because practically all had performed for the Germans during their occupation of the city. To their surprise, Khrushchev did not attempt to hold them to task for their "collaboration with the enemy", but rather gave them a rather general pep talk. [REDACTED]

5. In general, Khrushchev had a fairly good reputation in the Ukraine. His predecessor as chairman of the Ukrainian Party, Postyshev, was known as an emissary of Stalin who had been responsible for the death of many Ukrainian nationalists and the imprisonment and deportation of many others. By contrast, Khrushchev was considered rather gentle and, rightly or wrongly, more independent of Moscow, although he obviously held his position in the Ukraine with the approval of the highest Party functionaries in Moscow.

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